IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application No.	: 10/786,169	Confirmation No.	: 3465
First Named Inventor	: Andreas HAYDEN		
Filed	: February 26, 2004		
TC/A.U.	: 3663		
Examiner	: T. C. To		

Docket No.	: 080437.53242US
Customer No.	: 23911

Title	: Method, Device and Computer Product for Updating Data of a Control Device

APPEAL BRIEF

Mail Stop Appeal Brief- Patents
Commissioner for Patents
P.O. Box 1450
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Sir:

On April 26, 2006, Appellant appealed to the Board of Patent Appeals from the final rejection of claims 8-25. The following is Appellant's Appeal Brief submitted pursuant to 37 C.F.R. § 1.192. The $500 appeal fee is enclosed.

I.   REAL PARTY IN INTEREST

An assignment of the present application to Bayerische Motoren Werke Aktiengesellschaft was recorded on July 19, 2004 at Reel/Frame 015578/0045, which reflects the real party in interest.

II.   RELATED APPEALS AND INTERFERENCES

Appellant is not aware of any appeals, interferences or other proceedings which may be related to, directly affect or be directly affected by or have a bearing on the Board's decision in the pending appeal.

III.   STATUS OF CLAIMS

Claims 1-7 are canceled and claims 8-25 are pending, wherein claims 8-25 are rejected.

IV.   STATUS OF AMENDMENTS

Appellant has not submitted any amendments to the claims subsequent to the final Office Action.

V.   SUMMARY OF CLAIMED SUBJECT MATTER

The present invention is directed to a method and apparatus for storing control unit data, such as program code for sequence control or characteristic diagram control of a control unit in a vehicle. In modern vehicles, many control units are provided for controlling individual systems on board the vehicle, such as air conditioning, automatic transmission, brakes, lights, audio equipment, locks, etc. Such control units are normally coupled in data communication by a high speed communications link, such as a data bus or the like. When it becomes necessary to update or replace control unit data which are stored in memories associated with the various control units onboard the vehicle, it is conventional to use a diagnostic interface of the motor vehicle, which is a relatively slow communication device.

The present invention addresses and resolves the latter problem by reading the updated control unit data from a portable data carrier device, such as a CD or the like, and communicating the control unit data thus acquired to

the appropriate control unit 4 via the high speed communication link 2 which couples the respective control units 3 onboard the vehicle 10. (Page 3, line 13-page 4, line 1). This process is controlled by a processor 5, advantageously a program controlled microprocessor, which causes the reader unit 1 to read the required data from the data carrier 4, and controls transmission of that data to the proper control unit via the data bus 2. In this manner, a high speed input of information is achieved. According to one embodiment of the invention, data carrier 4 includes process instructions for storing and/or updating sequence control in microprocessor 5 in addition to data for updating control units 3.

Claim 8 recites a process for storing and updating control unit data of at least one control unit 3 of a vehicle 10, in a memory 3a assigned to the control unit 3. The process includes a storing or updating system that reads the control unit data out of a data carrier 4. (Page 3, lines 13-18). The storing or updating system causes control unit data to be stored in the memory 3a assigned to the control unit 3. (Page 3, lines 13-18 and page 5, lines 1-4). The process is carried out under control of a program-controlled microprocessor 5. (Page 6, lines 3-5). The storing or updating system accesses vehicle characterizing data and reads out from a plurality of control unit data stored on the data carrier 4, control unit data for a vehicle indicated by the vehicle characterizing data or for its control units, for storing and/or updating. (Page 6, lines 14-19). The data carrier 4 has stored therein a storing and/or updating instruction for storing or updating sequence control in the microprocessor 5. (Page 7, lines 4-9).

Claim 12 depends from claim 8 and further recites that the storing and/or updating of the control unit data is carried out only after a corresponding release by an authorization system, the authorization system preferably being under control of a vehicle manufacturer of the corresponding vehicle 10. (Page 8, lines 5-9).

Claim 14 recites a system for storing and/or updating control unit data of at least one control unit 3 of a motor vehicle 10, which are stored in a memory 3a assigned to the control unit. The system includes interface means 1 for reading the control unit data out of a data carrier 4, and a data processor 5 which causes control unit data to be stored in the memory 3a assigned to the control unit 3. (Page 3, lines 13-18 and page 5, lines 1-4). The data processor 5 is coupled in data communication with the interface means 1 for causing it to read selected control unit data from the data carrier 4 and transmit the control unit data to the data processor 5. The data processor 5 is also coupled in data communication with the control unit 3 via a data bus system 2 in the vehicle 10, and communicates the control unit data to the control unit 3 via the data bus system 2 in accordance with instructions read from the data carrier, for storing and/or updating sequence control in the data processor 5. (Page 7, lines 4-9).

Claim 16 recites a method of inputting control unit data into a control unit 3 in a vehicle 10 that has an on board system including a reader unit 1 which can read data from a removable data carrier 4, and a data bus 2 that couples the on board system with the control unit 3. (Page 3, lines 13-18). The method includes

the reader unit of the on board system reading the control unit data out of the data carrier 4. (Page 3, lines 13-18). The control unit data is communicated to the control unit 3 via the data bus 2. (Page 3, lines 13-18). The control unit data is stored in a memory 3a associated with the control unit 3. (Page 3, lines 13-18 and page 5, lines 1-4).

Claim 20 depends from claim 19 and further recites that the characterizing information is stored in a memory maintained by a manufacturer of the vehicle. (Page 8, lines 5-12).

Claim 21 recites an apparatus for storing and updating control unit data in a memory 3a associated with a control unit 3 that is coupled into a network of control units in a vehicle 10. The apparatus includes an interface device 1 for reading control unit data from a transportable and removable memory unit 4 and a data processor device 5 coupled to communicate with the interface device 1. (Page 3, lines 13-18 and page 6, lines 3-5). The apparatus also includes a high speed data link 2 which couples the control unit 3 with the data processor device 5 and with a plurality of additional control units 3 which collectively form the network of control units in the vehicle 10. (Figure). The data processor device 5 is programmed to cause the interface device 1 to read selected control unit data from a memory unit 4 coupled in communication with the interface device 1, and to communicate the selected control unit 3 data to the control unit 3 via the high speed data link 2. (Page 3, lines 13-18).

Claim 22 depends from claim 21 and further recites that the data processor device 5 is a program controlled microprocessor, and the microprocessor reads from the memory unit 4 and processes instructions for storing or updating control unit data. (Page 6, lines 3-5).

Claim 23 depends from claim 22 and further recites that the instructions comprise a storing or updating sequence control. (Page 7, lines 4-7).

Claim 25 depends from claim 14 and further recites that the data processor 5 comprises a program-controlled microprocessor and the data carrier 4 has stored therein a storing and/or updating instruction for storing and/or updating sequence control is the microprocessor 5. (Page 6, lines 3-5 and page 3, line 13-page 4, line 1).

VI. GROUNDS OF REJECTION TO BE REVIEW ON APPEAL

The two grounds of rejection for review on this appeal are:

(1)   The rejection of claims 8-20 under 35 U.S.C. § 102(a) as being anticipated by U.S. Patent No. 5,887,269 to Brunts et al. ("Brunts"); and

(2)   The rejection of claims 21-25 under 35 U.S.C. § 103(a) as being obvious in view of the combination of U.S. Patent No. 6,157,725 to Becker ("Becker") and Brunts.

VII. ARGUMENT

A.   Rejection of claims 8-20 under 35 U.S.C. § 102(a) for anticipation by Brunts

1.   Disclosure of Brunts

Brunts discloses a navigation system which can accept a memory card 36 that stores destination related information. (Abstract). The system includes a navigation board 68 that has a microprocessor 92 and card interface 36 (Fig. 4).

Fig-4
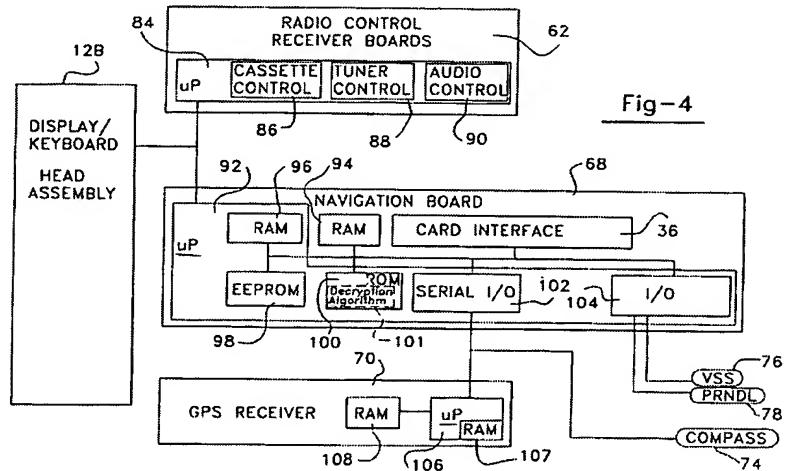
As illustrated in Figure 9 of Brunts below, the destination database of the memory card includes destination categories, subcategories, destinations and other destination related information.

| DESTINATION CATEGORIES | FOOD HOTEL GAS | 124 |

| SUB-CATEGORIES | FAST FOOD FINE DINING | 126 128 |

| SUB-CATEGORIES | CHINESE FOOD PIZZA FISH BAR STEAKHOUSE ITALIAN DINE | |

| DESTINATIONS | BURGER HUT BURGER PLACE | 130 132 |

| DESTINATION INFORMATION − LATITUDE & LONGITUDE COORDINATES, ADDRESSES, PHONE NUMBERS, BUSINESS HOURS | 40° 30' 34.2N 118° 02'45.5W 101 W. WASHINGTON (123) 555−5555 8 a.m. − 12 p.m. | |

120
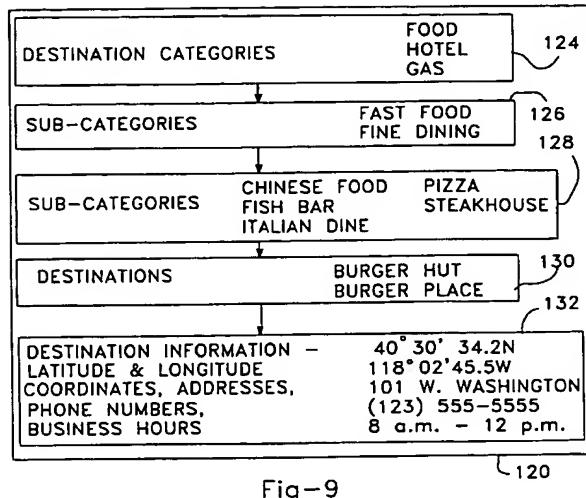
Fig−9

To obtain access to the destination database of the memory card, user data identification coding contained within the encrypted data on the memory card is compared to navigation identification coding provided for a given navigation system. (Column 15, lines 24-28 and Figure 9B). Accordingly, Brunts discloses only two types of information being stored on the memory card, destination-related information and an authorization code.

2.   Claims 8-11, 13 and 15

Brunts does not anticipate Appellant's claim 8 because Brunts does not disclose that "the storing or updating system accesses vehicle characterizing data." Brunts also does not disclose that "the data carrier has stored therein a storing and/or updating instruction for storing and updating sequence control in said microprocessor."

Regarding the "vehicle characterizing data", as illustrated in Figure 9b of Brunts, the authorization code of the memory card is checked against either a

data identification code (presumably a navigation identification coding provided for the given navigation system) or card data identification code, unit identification code and data and/or time of day. (Column 15, lines 24-28 and column 16, lines 20-27). This information, however, does not characterize the vehicle. Therefore, this information cannot be considered the vehicle characterizing data recited in Appellant's claim 8. It is noted that the examiner has failed to identify any disclosure in Brunts that corresponds to the vehicle characterizing data recited in Appellant's claim 8, and accordingly, the examiner has not provided sufficient evidence to establish a *prima facie* case of anticipation.

Regarding the data carrier having stored therein storing and/or updating instructions for storing or updated sequence control in the microprocessor, Brunts only discloses storage of an authorization code and the destination database on the memory card 36. Brunts completely lacks any disclosure of the memory card 36 including any type of instructions for storing or updating sequence control *in the microprocessor* as recited in Appellant's claim 8.

The examiner asserts that processor 92 located on the navigation board 68 of Brunts corresponds to the microprocessor recited in Appellant's claim 8. However, Brunts does not disclose that memory card 36 includes instructions for storing or updating sequence control in processor 92. Nevertheless, the Advisory Action states that the processor in connection with memory devices "performs a variety of tasks including updating instruction for storing". The Advisory Action,

however, fails to identify any portion of Brunts which supports this assertion. This failure is likely caused by the fact that there is no such disclosure in Brunts of a data carrier storing instructions for storing or updating sequence control in the microprocessor. Appellant respectfully submits that these unsupported assertions regarding the disclosure of Brunts cannot form the basis of a proper anticipation rejection under 35 U.S.C. § 102.

Because Brunts fails to disclose vehicle characterizing data and a data carrier that stores instructions for storing or updating sequence control in the microprocessor as recited in Appellant's claim 8, Brunts cannot anticipate Appellant's claim 8. Claims 9-11, 13 and 15 variously depend from claim 8, and are therefore, not anticipated by Brunts for at least those reasons stated above with regard to Appellant's claim 8. Therefore, the rejection of Appellant's claims 8-11, 13 and 15 as being anticipated by Brunts is improper and should be reversed.

3. Claim 12

Brunts does not anticipate Appellant's claim 12 because Brunts does not disclose that the storing and/or updating of the control unit data is carried out only after a corresponding release by an authorization system being under control of a vehicle manufacturer of a corresponding vehicle. To reject Appellant's claim 12 the final Office Action cites column 3, lines 45-67 of Brunts, which is the Summary of the Invention section. This section, however, fails to mention a vehicle manufacturer of the corresponding vehicle. Accordingly, this

section cannot disclose that the storing and/or updating of the control unit data is carried out only after a corresponding release by an authorization system being under control of a vehicle manufacturer of the corresponding vehicle as reciting in Appellant's claim 12. Therefore, Brunts cannot anticipate Appellant's claim 12, and this ground of rejection should therefore be reversed.

4.   Claim 14

Brunts does not anticipate Appellant's claim 14 because Brunts does not disclose that "the data processor is also coupled in data communication with said control unit via a data bus system in said vehicle, and communicates said control unit data to said control unit via said data bus system in accordance with instructions read from said data carrier, for storing and/or updating sequence control in said data processor."

The final Office Action cites column 7, lines 20-24 as disclosing the memory card being coupled with a control unit via a data system bus. This section discusses that the memory card "could be readable by an ordinary computer having a compatible program, and thus giving it an *alternative* use for accessing information on computers." (emphasis added). It is clear from this section that having the memory card read by an ordinary computer is an alternative to having the card read by the navigation system located in the vehicle. It appears that the examiner is equating the computer discussed in the cited section with the control unit recited in Appellant's claim 14. This control unit, however, is a "control unit of a motor vehicle" and not "an ordinary

computer." Therefore, this cited section fails to disclose a data processor "coupled in data communication with the control unit via a data bus system in the vehicle" as recited in Appellant's claim 14.

In the Response to Arguments section of the final Office Action, the examiner states that the data bus recited in Appellant's claims is disclosed in Brunts as

> a internal bus that connects all the internal components to the CPU and main memory of the navigation system. The navigation system as represented in Figure 2 of Brunts et al. is integrated into an audio entertainment system. Therefore, the internal bus as set forth above is considered to be a high-speed data bus for fast transferring the data such as video data.

Brunts, however, fails to disclose the transfer of video data as asserted by the Office Action. Additionally, it is unclear exactly which elements of Brunts the Office Action asserts corresponds to the data bus of Appellant's claim 14. In particular, the quoted language above identifies a "internal bus that connects all internal components to the CPU and main memory of the navigation system" and an internal bus "for fast transferring of the data" to other parts of an audio entertainment system. The Advisory Action cites bus 80 in Figure 3 of Brunts as corresponding to the data bus recited in Appellant's claim 14. Brunts, however, fails to include any description of bus 80, apart from the illustration in Figure 3. Therefore, Brunts cannot disclose that control unit data is communicated to the control unit via bus 80 as asserted in the Advisory Action. The Advisory Action also states that "the data bus is a connections between and within the processor,

memory, and peripherals used to carry data." However, the examiner fails to provide the citation to Brunts which contain such a disclosure of a data bus. Without such an explicit disclosure, this data bus must be inherently disclosed in Brunts. The examiner, however, has failed to provide any reasoning to support the alleged inherent disclosure of that data bus in Brunts.

As discussed above with regard to Appellant's claim 8, Brunts fails to disclose that the data carrier stores instructions for storing or updating sequence control in the microprocessor. For similar reasons, Brunts does not disclose a data processor communicating control unit data "in accordance with instructions read from said data carrier" as recited in Appellant's claim 14.

Because Brunts does not disclose all of the elements of Appellant's claim 14, Brunts cannot anticipate Appellant's claim 14 and this ground of rejection should therefore be reversed.

5.   Claims 16-18

Brunts does not anticipate claim 16 because Brunts does not disclose "communicating said control unit data to said control unit via said data bus."

As discussed above with respect to claim 14, the Office Action has failed to identify an element in a vehicle in Brunts that corresponds to the control unit recited in Appellant's claims. Accordingly, the Office Action has made it extremely difficult to respond to the rejection of claim 16. Nevertheless, for similar reasons to those discussed above with regard to claim 14, it is respectfully submitted that Brunts does not disclose "communicating said control

unit data to said control unit via said data bus" as recited in Appellant's claim 16.

Because Brunts fails to disclose all of the elements of Appellant's claim 16, Brunts cannot anticipate Appellant's claim 16. Claims 17-19 variously depend from claim 16, and are therefore not anticipated by Brunts for at least those reasons stated above with regard to claim 16. Therefore, the anticipation rejection of claims 16-19 should be reversed.

6. Claim 20

Brunts fails to anticipate Appellant's claim 20 because Brunts fails to disclose that "said characterizing information is stored in a memory maintained by a manufacturer of a vehicle." To reject Appellant's claim 20 the Office Action states that "the memory card also stores the identification code which coincides with the identification code for the vehicle reading device." However, even if it is assumed that Brunts contained such a disclosure, such a disclosure is not the same as characterizing information stored in a memory *maintained by a manufacturer of the vehicle* as recited in Appellant's claim 20. Therefore, Brunts cannot anticipate Appellant's claim 20 and this ground of rejection should be reversed.

B. Rejection of claims 21-25 under 35 U.S.C. § 103(a) for obviousness in view the combination of Becker and Brunts.

1. Claims 21 and 24

The rejection of claim 21 is improper because the examiner's rejection does not include the necessary components of an obviousness rejection and has not provided sufficient evidence to support a *prima facie* case of obviousness.

      a.   The Examiner's Rejection Fails to Include the Necessary Components of an Obviousness Rejection

As set forth in M.P.E.P. § 706.02(j) a proper rejection under 35 U.S.C. § 103 requires that an Office Action should set forth:

> (B) the difference or differences in the claim over the applied reference(s),
>
> (C) the proposed modification of the applied reference(s) necessary to arrive at the claimed subject matter.

However, the rejection of Appellant's claims 21-25 merely describes the disclosures of Becker and Brunts without identifying which elements Appellant's claim 21 is missing from Becker that are disclosed by Brunts, or which elements of Appellant's claim 21 that is missing from Brunts that are disclosed by Becker. Accordingly, the Office Action has not set forth elements (B) and (C) as required for a proper rejection under 35 U.S.C. § 103.

      b.   The Office Action Fails to Establish a *Prima Facie* Case of Obviousness

The Office Action has not established at least the first and third basic elements of a *prima* facie case of obviousness. M.P.E.P. § 2141 states that

> [t]o establish a prima facie case of obviousness, three basic criteria must be met. First, there must be some suggestion or motivation, either in the references themselves or in the knowledge generally available to

one of ordinary skill in the art, to modify the reference
or to combine reference teachings. Second, there must
be a reasonable expectation of success. Finally, the
prior art reference (or references when combined) must
teach or suggest all the claim limitations.

Regarding the third basic element of a *prima facie* case of obviousness, the combination of Becker and Brunts does not disclose or suggest that "said data processor device is programmed to cause said interface device to read selected control unit data from a memory unit coupled in communication with said interface device, and to communicate said selected control unit data to said control unit via said high speed data link."

As discussed above, Brunts does not disclose a bus, and additionally, it is respectfully submitted that Brunts does not disclose a "high speed data link". Accordingly, Brunts cannot disclose or suggest that "said data processor device is programmed to cause said interface device to read selected control unit data from a memory unit coupled in communication with said interface device, and to communicate said selected control unit data to said control unit via said high speed data link" as recited in Appellant's claim 21.

Becker discloses a system and method for defining the functional scope of a sound system. In this system a control unit, input unit and display unit "are connected to one another in such a way that through the use of the display unit, operating menus required for operating the entire system can be shown in accordance with the function scope of the entire system." (Abstract). The functional scope of at least one unit can be transmitted over a bus to a control unit. (Abstract). However, Becker does not disclose or suggest that "said data

processor device is programmed to cause said interface device to read selected control unit data from a memory unit coupled in communication with said interface device, and to communicate said selected control unit data to said control unit via said high speed data link" as recited in Appellant's claim 21.

Because Becker and Brunts each do not disclose or suggest that "said data processor device is programmed to cause said interface device to read selected control unit data from a memory unit coupled in communication with said interface device, and to communicate said selected control unit data to said control unit via said high speed data link" as recited in Appellant's claim 21, the combination cannot disclose or suggest all of the elements of Appellant's claim 21 as required to establish the third basic criteria of a *prima facie* case of obviousness.

Regarding the first basic criteria of a *prima facie* case of obviousness, the Office Action has not provided sufficient motivation to combine Becker and Brunts. The Office Action states that one of ordinary skill in the art would have been motivated to modify Becker by Brunts "in order to gain advantage therefore (i.e., a user is capable of operating variety of components on-board of a motor vehicle via a user input interface)." However, Becker already provides a user input interface in the form a display unit through which "operating menus required for operating the entire system can be shown...and the operation of the system can be performed with the aid of the input unit on the basis of displays in the display unit." (Abstract). Accordingly, one of ordinary skill in the art would not have been motivated to combine Becker and Brunts in order to provide

Becker with the ability to control components using a user input interface as this function is already provided by the express disclosure of Becker.

Because the Office Action has not established at least the first and third basic elements of a *prima facie* case of obviousness with respect to Appellant's claim 21, the rejection of Appellant's claim 21 as being obvious in view of the combination of Becker and Brunts is improper. Similarly, the rejection of claim 24, which depends from claim 21 is improper.

For at least those reasons stated above it is respectfully requested that the rejection of claims 21 and 24 as being obvious in view of the combination of Becker and Brunts be withdrawn.

2.   Claim 22

The combination of Becker and Brunts does not render Appellant's claim 22 obvious because the combination does not disclose or suggest "said microprocessor reads from said memory unit and processes instructions for storing or updating control unit data." As discussed above with regard to claim 8, Brunts fails to disclose a data carrier storing instructions for storing or updating sequence control in a microprocessor. Similarly, Brunts does not disclose or suggest a microprocessor reading and processing *instructions* read from a memory unit for storing or updating control unit data. Instead, Brunts merely discloses a memory card that stores authorization information and a database. It is respectfully submitted that Becker does not remedy this deficiency of Brunts. Accordingly, the combination of Becker and Brunts does

not disclose or suggest all of the elements of Appellant's claim 22, and this ground of rejection should be reversed.

3.   Claim 23

The combination of Becker and Brunts does not render Appellant's claim 23 obvious because the combination does not disclose or suggest that the instructions include storing or updating sequence control. The Office Action has failed to specifically address this claim, and it is respectfully submitted that the combination does not disclose or suggest all of the elements of this claim. Therefore, it is respectfully requested that the rejection of this claim be reversed.

4.   Claim 25

The combination of Becker and Brunts does not render Appellant's claim 25 obvious because the combination does not disclose or suggest "the data carrier has stored therein a storing and/or updating instruction for storing and/or updating sequence control is said microprocessor." As discussed above with regard to claim 8, Brunts fails to disclose a data carrier storing instructions for storing or updating sequence control in a microprocessor. It is respectfully submitted that Becker does not remedy this deficiency of Brunts. Accordingly, the combination of Becker and Brunts does not disclose or suggest all of the elements of Appellant's claim 25, and this ground of rejection should be reversed.

VIII. CONCLUSION

Because Brunts does not disclose all of the elements of Appellant's claims 8-20 and the combination of Becker and Brunts does not disclose or suggest all of the elements of Appellant's claims 21-25, these grounds of rejection are improper and should be reversed.

This Appeal Brief is accompanied by a payment of $500.00 for the required appeal fee. This amount is believed to be correct, however, the Commissioner is hereby authorized to charge any deficiency, or credit any overpayment, to Deposit Account No. 05-1323, Docket No.: 080437.53242US.

Respectfully submitted,

May 17, 2006
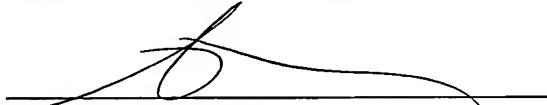
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CLAIMS APPENDIX

Claims 1-7 (Canceled)

8.   A process for storing and updating control unit data, including a program code for the sequence control or characteristic diagram control of at least one control unit of a vehicle, in a memory assigned to the control unit; said process comprising:

a storing or updating system reading the control unit data out of a data carrier; and

the storing or updating system causing control unit data to be stored in the memory assigned to the control unit; wherein

the process is carried out under control of a program-controlled microprocessor; and

the storing or updating system accesses vehicle characterizing data and reads out from a plurality of control unit data stored on the data carrier, control unit data for a vehicle indicated by means of the vehicle characterizing data or for its control units, for storing and/or updating; and

the data carrier has stored therein a storing and/or updating instruction for storing or updating sequence control in said microprocessor.

9.   The process according to Claim 8, wherein at least one of the following is true:

the control unit data stored on the data carrier have been encrypted; and

the control unit data have been provided with control data which protect against falsification.

10.   The process according to Claim 9, wherein a storing or updating system performs at least one of the following:

it decrypts the control unit data read out of the data carrier;

it checks the integrity of control unit data readout of the data carrier;

it causes an updating or replacement of control unit data when the decrypting is correct or when integrity is determined.

11.   The process according Claim 8, wherein control unit data stored in a control unit include information characterizing their authenticity or version.

12.   The process according to Claim 8, wherein the storing and/or updating of the control unit data is carried out only after a corresponding release by an

authorization system, the authorization system preferably being under control of a vehicle manufacturer of the corresponding vehicle.

13.   The process according to Claim 8, wherein one of a vehicle identification number and data characterizing the control unit data of a corresponding vehicle are stored in a computer data bank.

14.   A system for storing and/or updating control unit data, including a program code for sequence control or characteristic-diagram control of at least one control unit of a motor vehicle, which are stored in a memory assigned to the control unit, said system comprising:

interface means for reading the control unit data out of a data carrier; and

a data processor which causes control unit data to be stored in the memory assigned to the control unit, wherein,

the data processor is coupled in data communication with the interface means for causing it to read selected control unit data from said data carrier and transmit said control unit data to said data processor; and

the data processor is also coupled in data communication with said control unit via a data bus system in said vehicle, and communicates said control unit data to said control unit via said data bus system in accordance with instructions

read from said data carrier, for storing and/or updating sequence control in said data processor.

15. A computer program product which can be loaded directly into internal memory of a storing or updating system, including a digital computer, wherein said program product has program sections for implementing a process according to Claim 8, when the product is running on the storing or updating system.

16. A method of inputting control unit data into a control unit in a vehicle that has an on board system including a reader unit which can read data from a removable data carrier, and a data bus that couples said on board system with said control unit; said method comprising:

said reader unit of said on board system reading the control unit data out of said data carrier;

communicating said control unit data to said control unit via said data bus; and

storing said control unit data in a memory associated with said control unit.

17.   The method according to Claim 16, wherein said on board system comprises one of a vehicle navigation system, an audio system and a video system.

18.   The method according to Claim 16, wherein said carrier comprises one of a CD-ROM, a DVD, a compact disk, a holographic data memory, a fixed disk, a solid state memory, a flash memory, a chip card and an EE-PROM.

19.   The method according to Claim 16, wherein:

said carrier contains control unit data applicable to a plurality of vehicles; and

said reading step is controlled by a microprocessor which reads vehicle characterizing information from a memory, and causes said reader unit to read from said carrier, only control unit data that are applicable to particular vehicle control units.

20.   The method according to Claim 19, wherein said characterizing information is stored in a memory maintained by a manufacturer of the vehicle.

21. Apparatus for storing and updating control unit data in a memory associated with a control unit that is coupled into a network of control units in a vehicle, said apparatus comprising:

an interface device for reading control unit data from a transportable and removable memory unit;

a data processor device coupled to communicate with said interface device; and

a high speed data link which couples said control unit with said data processor device and with a plurality of additional control units which collectively form the network of control units in said vehicle;

wherein said data processor device is programmed to cause said interface device to read selected control unit data from a memory unit coupled in communication with said interface device, and to communicate said selected control unit data to said control unit via said high speed data link.

22. The apparatus according to Claim 21, wherein:

said data processor device is a program controlled microprocessor; and

said microprocessor reads from said memory unit and processes instructions for storing or updating control unit data.

23.   The apparatus according to Claim 22, wherein said instructions comprise a storing or updating sequence control.

24.   The apparatus according to Claim 21, wherein said microprocessor is programmed to read from said memory unit only control data which are designated as applicable to the vehicle.

25.   The system according to Claim 14, wherein:

the data processor comprises a program-controlled microprocessor; and

the data carrier has stored therein a storing and/or updating instruction for storing and/or updating sequence control is said microprocessor.

EVIDENCE APPENDIX

None

RELATED PROCEEDINGS APPENDIX

None